



QuantumTraffic

Quantum Traffic Pty Ltd

ACN 617474370

ABN 54617474370

T (02) 6243 3672

E admin@quantumtraffic.com.au

A Level 9, 2 Phillip Law Street
CANBERRA ACT 2601

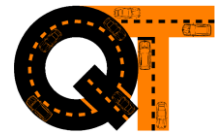
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Traffic Impact Assessment Report

61-63 Bradley Street, Goulburn

Co-Living Redevelopment

9/12/2024



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Co-Living Redevelopment

Document Control

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T

(02) 6243 3672

E

admin@quantumtraffic.com.au

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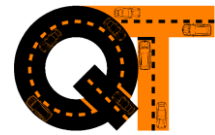
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Executive Summary

Quantum Traffic have been engaged by Tim Lee Architects to undertake a Traffic Impact Assessment in relation to the proposed co-living redevelopment at 61-63 Bradley Street, Goulburn. This report summarises the various traffic engineering and transport planning assessments undertaken to assess the transport impacts of the proposed development.

Site and Proposal

The subject site is currently zoned as MU1: Mixed Use. Land uses surrounding the site are a mix of residential and commercial uses. The site has a front boundary to Bradley Street and a rear boundary to North Street.

The proposal is to construct a co-living development consisting of 30 units across the first and second floors, and a small coffee shop, manager's office, co-working area on ground floor. Car parking is provided on ground floor to the rear in the form of a single aisle, providing a total of 18 parking spaces inclusive of 1 accessible space. Vehicle access is proposed via North Street at the rear of the site.

Traffic Demands

The development is anticipated to generate 45 on-site daily trips, inclusive of 7 trips and 5 trips during each network peak hour. This volume equates to one trip every 9 to 12 minutes. The site access is close to the no-through end of North Street, where traffic volumes are likely to be negligible. The traffic volume onto a local street, with negligible traffic at the site frontage, is not expected to cause congestion at the site. The likelihood and length of any queuing is expected to be negligible.

We note that some on-street parking and traffic may occur which is not captured in the above estimation. Any on-street traffic will be distributed about the local road network (most likely Bradley Street, Bourke Street, and North Street) and is not expected to have a discernible impact on nearby intersections.

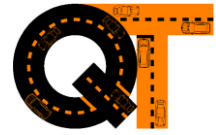
Design Review

The dimensions of car parking spaces, the parking aisle, and the accessway exceed and thus satisfy the minimum dimensions specified under *AS2890.1:2004 – Off-Street Car Parking* for User Class 1A (Residential) and *AS2890.6:2009 – Off-Street Car Parking for People with Disabilities*. Grades are well within the criteria outlined in *AS2890.1:2004* and *AS2890.2:2018*.

The proposal satisfies the headroom requirements under *AS2890.1* and *AS2890.6*.

The parking aisle is configured with a bend to align with the site access, which is positioned at the north corner of the site due to the constructed configuration of North Street. Swept path diagrams have been prepared, demonstrating that the 'B99' design car from *AS2890.1* can navigate the bend and the site access. Given the low-speed, low traffic environment, a vehicle occasionally waiting for several seconds when another vehicle enters or exits in the opposite direction is considered appropriate from a traffic perspective.

The proposed columns are outside the 'design envelope' to be kept clear as specified in Figure 5.2 in *AS2890.1:2004*.



For a modest traffic volume entering and exiting the site, and negligible traffic on the street, the likelihood of queuing is expected to be negligible and is not expected to cause congestion in the site or outside the property boundary.

Loading demands for co-living and a small coffee shop are expected to be minimal and generally undertaken by light vehicles such as vans, which can navigate the accessway in a similar fashion to a passenger car.

We expect waste collection would occur from the rear boundary on North Street, with the waste truck to prop on-street in front of the site. This is no different from another vehicle stopping at kerbside for less than 5 minutes.

Parking Assessments

Statutory car parking rates for co-living are not provided in the DCP. The NSW Government provides parking rates for boarding houses and co-living housing. A rate of 0.5 spaces per room applies for co-living in this location. The coffee shop has a requirement for zero parking spaces based on the floor area and the rates provided in the DCP. Accordingly, the statutory parking requirement is for 15 car spaces for the co-living component and no requirement for the coffee shop. The proposal has 18 car spaces in total, exceeding and thus satisfying the requirement.

The development does not trigger an accessible parking requirement under Item 2.a.i of Part D4D6 of the NCC. Regardless, the development proposes one accessible parking space. This equates to one accessible space per 18 total car spaces, which is a higher rate than required for most other uses.

The DCP does not provide motorcycle parking requirements for the development. Regardless, a combined motorcycle and bicycle parking area is provided. The area is measured to have capacity for 4 motorcycles and 6 bicycles.

Residents will have access to showers and bathrooms for changing within their own dwelling. Dedicated end-of-trip facilities (showers and change rooms) are not warranted for the development of this type.

Conclusion

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

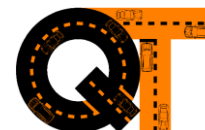


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1 Introduction

Quantum Traffic have been engaged by Tim Lee Architects to undertake a Traffic Impact Assessment (TIA) in relation to a proposed co-living redevelopment at 61-63 Bradley Street, Goulburn. This report summarises the various traffic engineering and transport planning assessments undertaken to assess the transport impacts of the proposed development.

2 Existing Conditions

2.1 Subject Site

The subject site is located at 61-63 Bradley Street, Goulburn. It is approximately 0.8km NNE of the Goulburn CBD. It is zoned as MU1: Mixed Use, as shown at Figure 1 below. Land uses surrounding the site are a mix of residential and commercial uses.

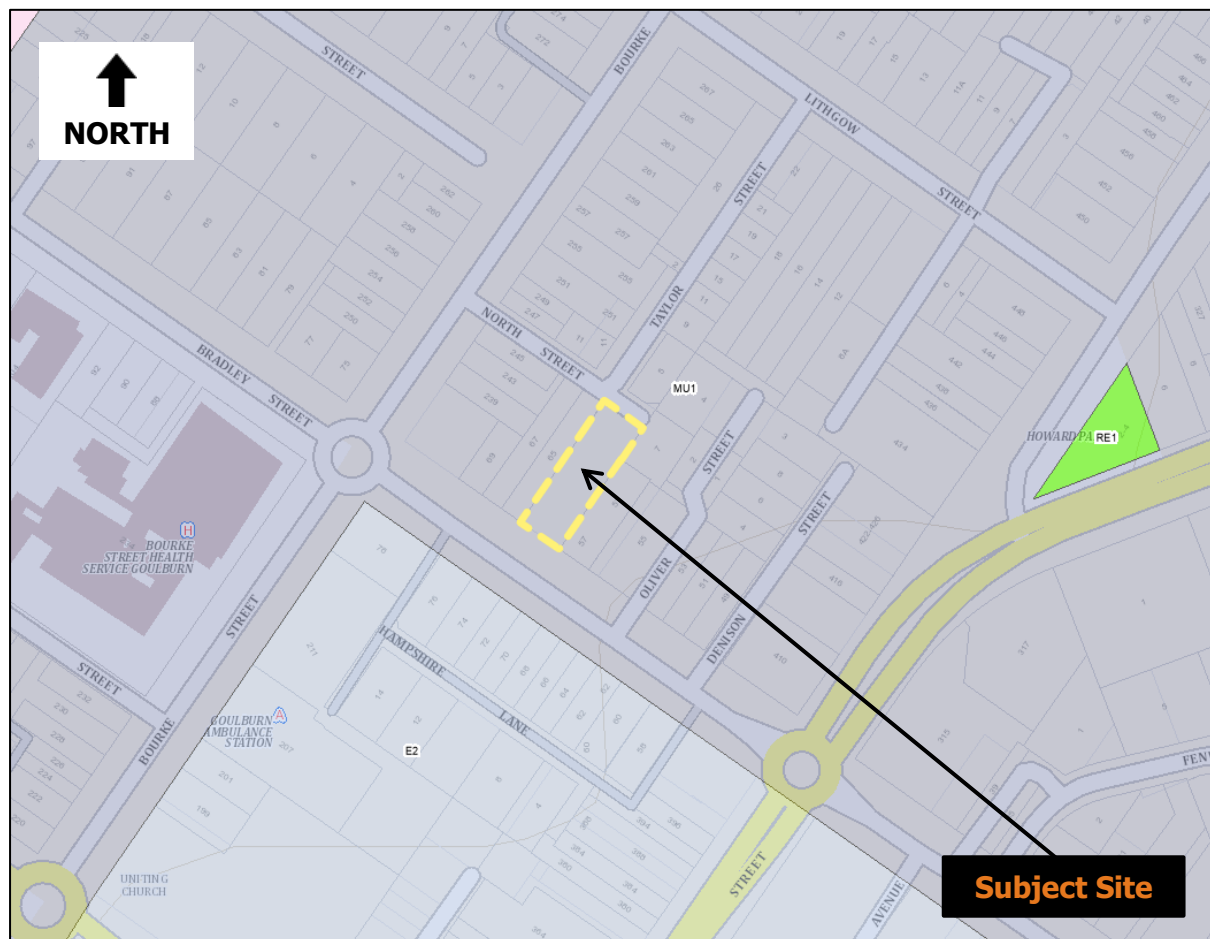


Figure 1: Planning Zone Map (NSW Planning Portal Spatial Viewer)

The subject site is currently split into two uses. The larger part faces Bradley Street and consists of two dwellings, one of which has an access from North Street. The smaller part faces North Street, and forms part of a commercial use joined with 5 North Street, 7 North Street, and 4 Oliver Street.

Figure 2 below presents an aerial photograph of the subject site.



Figure 2: Aerial Image (source: Nearmap)

2.2 Active Travel and Public Transport Networks

The subject site is approximately 400m from several bus services. Amenities to the south on Auburn Street are within walking distance of the site.

The site is not considered to be within an “accessible area” under the State Environmental Planning Policy (Housing) 2021, as the bus services do not meet the criteria of “at least 1 bus per hour servicing the bus stop between (i) 6am and 9pm each day from Monday to Friday, both days inclusive, and (ii) 8am and 6pm on each Saturday and Sunday.” Regardless, the option is available for some people to travel to and from the site via bus.

2.3 Road Network

Bradley Street is a local street. It connects to Fitzroy Street via Nicholson Street 1.0km to the northwest and connects to Grafton Street 400m to the southeast.

It has an 18m wide carriageway, which includes a traffic lane in each direction plus angled on-street parking on both sides. The default speed limit of 50km/h in ‘built up’ areas applies.



North Street is a local street. It connects to Bourke Street 60m northwest of the site. The street is constructed as if North Street terminates at the intersection with Taylor Street, at the north corner of the site. However, the NSW Planning Portal Spatial Viewer and the site survey provided with the development plans show that the boundary of North Street extends further along the entire northeast property boundary, and terminates at the east corner of the site.

North Street consists of a 6m wide carriageway. The default speed limit of 50km/h in 'built up' areas applies.

3 Proposed Development

The proposal is to construct a co-living development consisting of 30 units across the first and second floors, and a small coffee shop, manager's office, co-working area on ground floor. Car parking is provided on ground floor to the rear in the form of a single aisle, providing a total of 18 parking spaces inclusive of 1 accessible space.

Vehicle access is proposed via North Street at the rear of the site.

Our assessment is undertaken based on the development plans prepared by Tim Lee Architects, dated 17th September 2024.

3.1 Traffic Demands

Co-Living Rates

TfNSW provides data and analysis reports for "Trip Generation and Parking Demand of Boarding Houses" (15 Sep 2022). The analysis is undertaken based on data collected from 11 boarding houses, consisting of 8 sites in metropolitan Sydney and 3 sites in regional NSW.

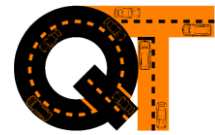
Vehicle trip generation rates are provided using the surveyed data and the following parameters:

- the number of boarding rooms;
- the GFA, and
- the number of on-site car parking spaces.

The vehicle rates are separated into three components:

- Vehicle trips (on-site only)
- Vehicle trips (on-street estimate)
- Vehicle trips (on-site + on-street estimate)

The data for on-street estimate is solely based on the sample results from interview surveys. The reliability of the interview survey data is discussed in Section 3.6.6 of the Analysis Report, in particular with regards to the reliability for calculating trip rates. The analysis report notes that people travelling via public transport are more likely to be rushing to catch a mode of transport by a certain time, so are less likely to have the time to stop and answer questions. This would cause the data to indicate higher vehicle trip rates than in reality. On this basis, we have not adopted the on-street estimates in this analysis. However, we acknowledge that some on-street parking and traffic may occur which is not captured in these rates.



The analysis report notes that the number of vehicle trips has the highest correlation coefficient with the number of parking spaces provided on-site. We expect that this will be the case for on-site trips, which are constrained by the number of parking spaces on-site.

On this basis, the expected on-site trip rates based on the 3 regional sites are:

- 2.33 daily trips per parking space
- 1.00 trips per parking space during the site AM peak
- 0.75 trips per parking space during the site PM peak
- 0.33 trips per parking space during the network AM peak
- 0.25 trips per parking space during the network PM peak

Coffee Shop and Manager's Office Rates

The development includes a manager's office and a coffee shop.

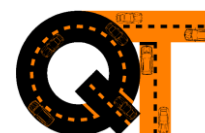
We expect that the coffee shop patrons will primarily comprise of foot traffic from people living and working nearby, including residents of the proposed co-living development. Therefore, patrons of the coffee shop have been excluded from this assessment.

We expect that each would be occupied by one staff member. As a worst-case assumption, we assume that each staff member drives to the site.

The coffee shop staff would likely arrive during the AM peak period and depart in the afternoon before the PM peak hour.

The manager would likely follow typical business hours, arriving during the AM peak period and departing during the PM peak period.

It is commonly assumed that staff spaces generate 4 trips across the working day.



On-Site Traffic Volume

The on-site traffic generation is calculated as follows for daily volumes and network peak hour volumes.

Table 1: Traffic Generation Calculation

Use	No.	Rate	Volume
Daily			
Residents	16 ^[1]	2.33 per parking space	37
Manager	1	4 per staff	4
Coffee shop staff	1	4 per staff	4
Total			45
Network AM Peak			
Residents	16 ^[1]	0.33 per parking space	5
Manager	1	1 per staff	1
Coffee shop staff	1	1 per staff	1
Total			7
Network PM Peak			
Residents	16 ^[1]	0.25 per parking space	4
Manager	1	1 per staff	1
Coffee shop staff	1	0 per staff	0
Total			5

Note [1]: The proposed co-living development provides 18 parking spaces. We assume that two spaces are used by staff, as discussed above, which leaves the remaining 16 spaces to residents.

The development is anticipated to generate 45 on-site daily trips, inclusive of 7 trips and 5 trips during each network peak hour. This volume equates to one trip every 9 to 12 minutes.

Impacts of Traffic Volume

The site access is via North Street at the rear of the site. The access is close to the no-through end of North Street, where traffic volumes are likely to be negligible. In the order of 5 and 7 trips during each peak hour onto a local street, with negligible traffic at the site frontage, is not expected to cause congestion at the site. The likelihood and length of any queuing is expected to be negligible.

We note that some on-street parking and traffic may occur which is not captured in these rates. Any on-street traffic will be distributed about the local road network (most likely Bradley Street, Bourke Street, and North Street) and is not expected to have a discernible impact on nearby intersections.

3.2 Design Review

The following sections summarise the design review that has been undertaken on development plans prepared by Tim Lee Architects, dated 17th September 2024.



3.2.1 Dimensions of Parking Spaces, Aisles and Accessways

Clause 3.7.3 of the *Goulburn Mulwaree DCP 2009* notes that car parks, aisles and manoeuvring areas shall have dimensions in conformity with AS2890 – Parking Facilities. The dimensions of car parking spaces, the parking aisle, and the accessway exceed and thus satisfy the minimum dimensions specified under *AS2890.1:2004 – Off-Street Car Parking* for User Class 1A (Residential). Accordingly, swept path assessment of the car parking spaces is not warranted.

Due to the configuration of North Street, which is not constructed to the end, the site access via the northeast boundary to North Street is taken at the north corner of the site. This is offset from the parking aisle, which is configured with a bend to align with the site access. Swept path diagrams have been prepared, demonstrating that the 'B99' design car from AS2890.1 can navigate the bend and the site access. The diagrams are attached in Appendix B.

The diagrams also depict the location where a vehicle travelling in the opposite direction can wait for several seconds for the vehicle to pass. Given the low-speed, low traffic environment, a vehicle occasionally waiting for several seconds in these locations is considered appropriate from a traffic perspective. If desired, residents and staff could be instructed to give priority to inbound vehicles, through signage and/or site induction, which would reduce impacts on North Street.

The proposed columns are outside the 'design envelope' to be kept clear as specified in Figure 5.2 in AS2890.1:2004.

The dimensions of the accessible spaces and shared zone accord with the requirements of *AS2890.6:2009 – Off-Street Car Parking for People with Disabilities*.

3.2.2 Headroom

For the DDA space and adjacent shared area, the headroom must be a minimum of 2.5m, as per AS2890.6. Elsewhere in the car park, the headroom must be a minimum of 2.2m, as per AS2890.1 and AS2890.6. The car park is provided 2.5m headroom, which satisfies these requirements.

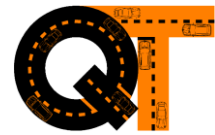
3.2.3 Ramp Gradients

The site is generally flat, and no ramps or grades within the car park or access areas are proposed. Therefore, we expect that grades will be well within the criteria outlined in AS2890.1:2004 and AS2890.2:2018.

3.2.4 Queue Storage

Resident and staff car parking spaces generate a low turnover, and the traffic volumes as estimated in the report are modest.

The site access is to North Street at the rear of the site, which is close to the no-through end of North Street. Therefore, traffic volumes on North Street along the frontage are expected to be negligible.



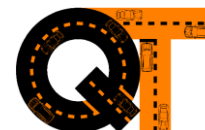
For a modest traffic volume entering and exiting the site, and negligible traffic on the street, the likelihood of queuing is expected to be negligible and is not expected to cause congestion in the site or outside the property boundary.

3.2.5 Loading

Loading demands for co-living and a small coffee shop are expected to be minimal and generally undertaken by light vehicles such as vans. These vehicles are comparable to a B99 design vehicle and can navigate the accessway in a similar fashion to a passenger car.

3.2.6 Waste Collection

The development plans show waste bins stored proximate to the boundary to North Street. We expect waste collection would occur from this boundary, with the waste truck to prop on-street in front of the site. This is not different from another vehicle stopping at kerbside for under 5 minutes. North Street is a local street with a 'no-through' end at the east corner of the site. Minimal traffic volumes are anticipated along the site frontage. Therefore, waste collection from North Street is not expected to cause congestion.



4 Parking Assessments

The following sections set out the car parking assessments undertaken in relation to the proposed development.

4.1 Overall Car Parking Requirement

Co-Living Requirement

Section 3.6.2 of the *DCP* specifies the statutory requirements for car parking for various uses. Rates for co-living are not provided in the *DCP*. The NSW Government provides the following parking rates for boarding houses and co-living housing.

What is the parking rate for boarding houses and co-living housing?

The parking rate for these housing types is:

- 0.2 spaces per room in accessible areas
- 0.5 spaces per room in other locations.

If the council specifies a lower parking rate in a local environmental plan or development control plan, that lower rate applies.

Establishing a low minimum parking rate aims to encourage the development of boarding houses in well-located areas and support active and public transport use.

Figure 3: Parking Rates for Co-Living (source: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-sepp/boarding-houses-and-co-living>)

The site is not in an accessible area as discussed in Section 2.2, thus the rate of 0.5 spaces per room applies.

The proposal consists of 30 units. Therefore, the parking requirement for the co-living units is 15 spaces.

It is considered that the proposal includes a co-work area on ground floor, which enables some co-living occupants to work without needing to travel off-site. This reduces parking demands.

Coffee Shop Requirement

Under Section 3.6.2 of the *DCP*, the parking rate for a “restaurant or café” is:

- 1 space per 3 seats for restaurants 100 sqm or greater, or
- 1 space per 40 sqm of GFA for restaurants less than 100 sqm GFA

The coffee shop has a floor area of 19.49 sqm, which has a requirement for zero parking spaces.

It is considered that the coffee shop will primarily serve residents of the co-living development, whose patronage at the coffee shop would not generate any additional parking demands.



Total Requirement

Accordingly, the statutory parking requirement is for 15 car spaces for the co-living component and no requirement for the coffee shop.

The proposal has 18 car spaces in total, exceeding and thus satisfying the requirement.

4.2 Accessible Car Parking Requirement

The *DCP* notes that the "Building Code of Australia Part D prescribes the minimum requirements for the provision of parking spaces for people with disabilities."

Under Item 2.a.i of Part D4D6 "Accessible carparking" of the National Construction Code (formerly Building Code of Australia), the following requirement applies:

"For a boarding house, guest house, hostel, lodging house, backpackers' accommodation or the residential part of a hotel or motel, the number of accessible carparking spaces required is to be calculated by multiplying the total number of carparking spaces by the percentage of:

(a) accessible sole-occupancy units to the total number of sole-occupancy units; or

(b) accessible bedrooms to the total number of bedrooms."

The development plans do not designate accessible sole-occupancy units, which does not trigger an accessible parking requirement under Item 2.a.i of Part D4D6 of the NCC.

Regardless, the development proposes one accessible parking space. This equates to one accessible space per 18 total car spaces, which is a higher rate than required for most other uses.

4.3 Motorcycle and Bicycle Parking

The DCP does not provide motorcycle parking requirements for the development. Regardless, a combined motorcycle and bicycle parking area is provided.

The area is 5m deep by 7.5m wide. This would allow for 4 motorcycles and 6 bicycles, in a recommended configuration as shown in the following diagram. The configuration may be implemented via a permit condition.

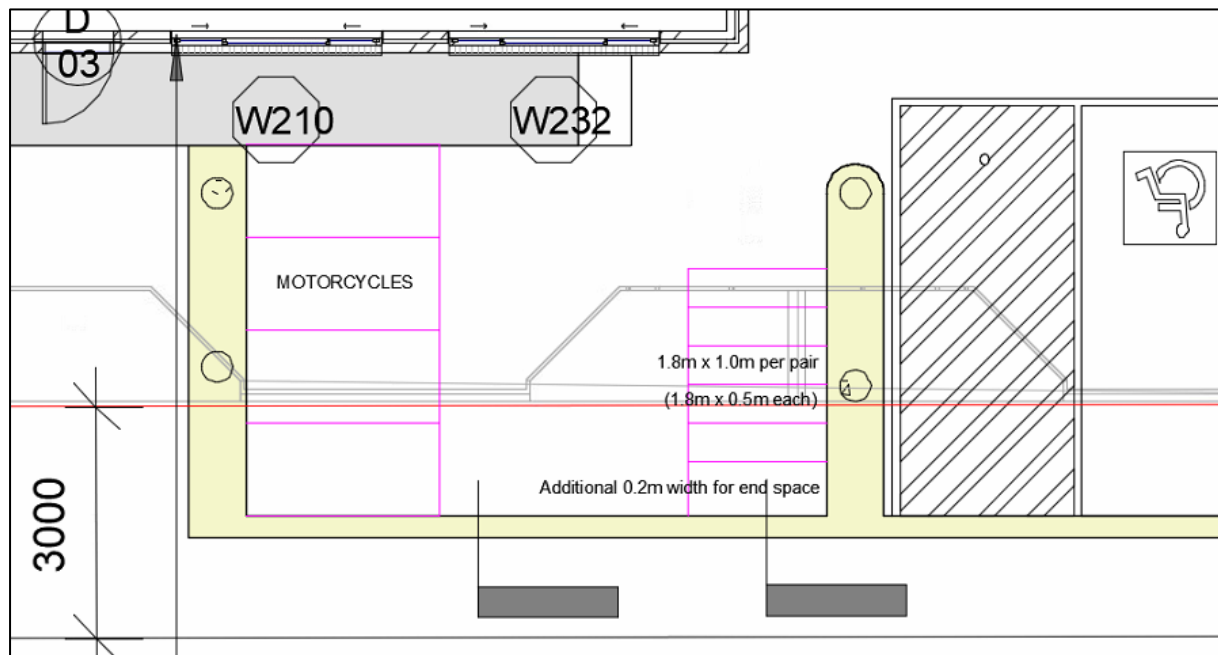


Figure 4: Recommended Motorcycle and Bicycle Parking Layout

4.3.1 EoT Facilities for Cyclists

Residents will have access to showers and bathrooms for changing within their own dwelling. Dedicated end-of-trip facilities for cyclists are not typically warranted for residential/accommodation developments.

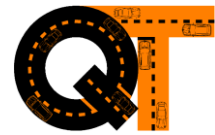
Staff of the coffee shop and manager's office may cycle to the site. However, these are a minor component of the proposal and do not warrant dedicated end-of-trip facilities.



5 Conclusions

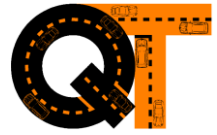
Quantum Traffic has undertaken a TIA for the proposed development at 61-63 Bradley Street, Goulburn. The findings of these assessments are summarised as follows:

- a) The subject site is currently zoned as MU1: Mixed Use. Land uses surrounding the site are a mix of residential and commercial uses. The site has a front boundary to Bradley Street and a rear boundary to North Street.
- b) The proposal is to construct a co-living development consisting of 30 units across the first and second floors, and a small coffee shop, manager's office, co-working area on ground floor. Car parking is provided on ground floor to the rear in the form of a single aisle, providing a total of 18 parking spaces inclusive of 1 accessible space. Vehicle access is proposed via North Street at the rear of the site.
- c) The development is anticipated to generate 45 on-site daily trips, inclusive of 7 trips and 5 trips during each network peak hour. This volume equates to one trip every 9 to 12 minutes. The site access is close to the no-through end of North Street, where traffic volumes are likely to be negligible. The traffic volume onto a local street, with negligible traffic at the site frontage, is not expected to cause congestion at the site. The likelihood and length of any queuing is expected to be negligible.
- d) We note that some on-street parking and traffic may occur which is not captured in the above estimation. Any on-street traffic will be distributed about the local road network (most likely Bradley Street, Bourke Street, and North Street) and is not expected to have a discernible impact on nearby intersections.
- e) The dimensions of car parking spaces, the parking aisle, and the accessway exceed and thus satisfy the minimum dimensions specified under *AS2890.1:2004 – Off-Street Car Parking* for User Class 1A (Residential) and *AS2890.6:2009 – Off-Street Car Parking for People with Disabilities*. Grades are well within the criteria outlined in AS2890.1:2004 and AS2890.2:2018.
- f) The proposal satisfies the headroom requirements under AS2890.1 and AS2890.6.
- g) The parking aisle is configured with a bend to align with the site access, which is positioned at the north corner of the site due to the constructed configuration of North Street. Swept path diagrams have been prepared, demonstrating that the 'B99' design car from AS2890.1 can navigate the bend and the site access. Given the low-speed, low traffic environment, a vehicle occasionally waiting for several seconds when another vehicle enters or exits in the opposite direction is considered appropriate from a traffic perspective.
- h) The proposed columns are outside the 'design envelope' to be kept clear as specified in Figure 5.2 in AS2890.1:2004.
- i) For a modest traffic volume entering and exiting the site, and negligible traffic on the street, the likelihood of queuing is expected to be negligible and is not expected to cause congestion in the site or outside the property boundary.
- j) Loading demands for co-living and a small coffee shop are expected to be minimal and generally undertaken by light vehicles such as vans, which can navigate the accessway in a similar fashion to a passenger car.



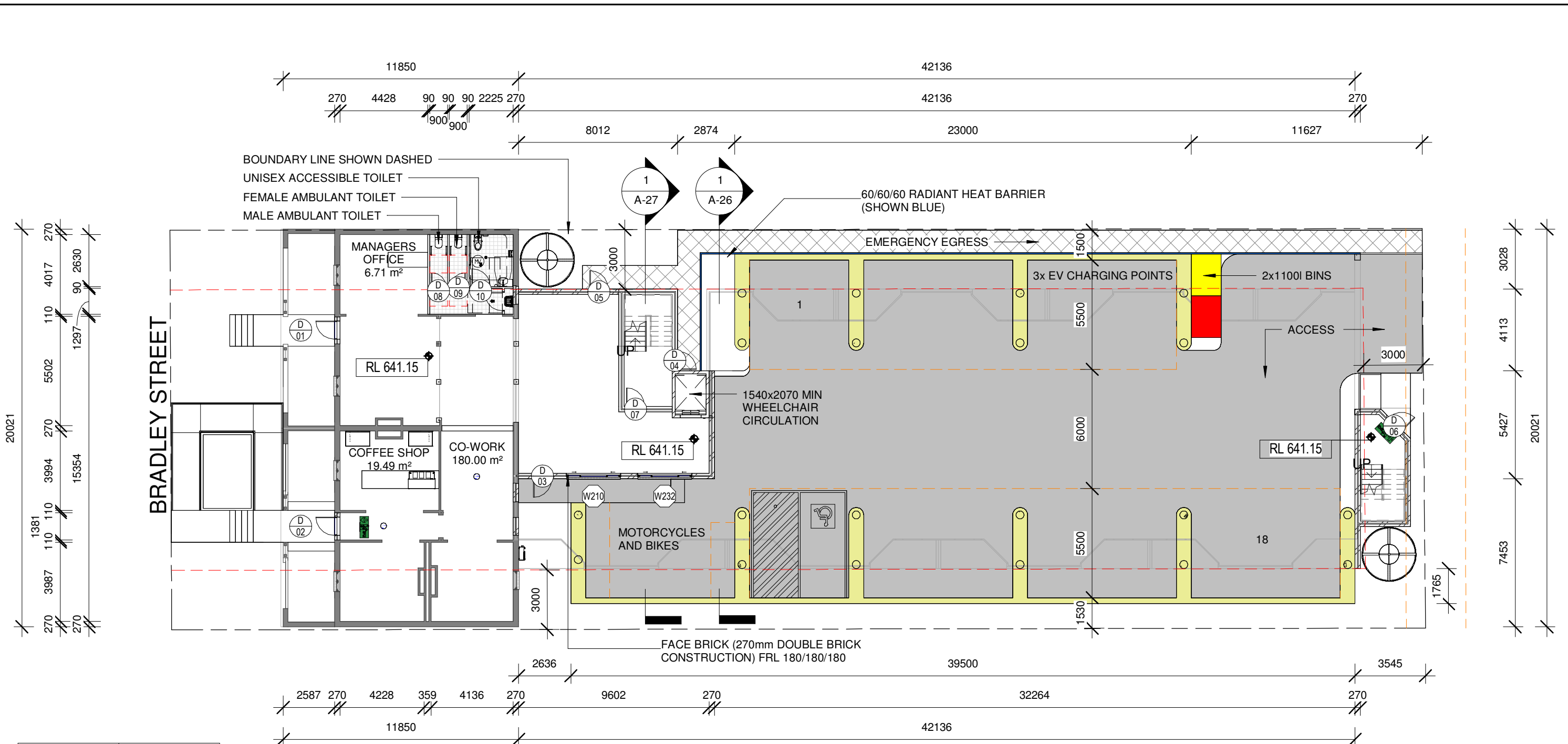
- k) We expect waste collection would occur from the rear boundary on North Street, with the waste truck to prop on-street in front of the site. This is no different from another vehicle stopping at kerbside for less than 5 minutes.
- l) Statutory car parking rates for co-living are not provided in the DCP. The NSW Government provides parking rates for boarding houses and co-living housing. A rate of 0.5 spaces per room applies for co-living in this location. The coffee shop has a requirement for zero parking spaces based on the floor area and the rates provided in the DCP. Accordingly, the statutory parking requirement is for 15 car spaces for the co-living component and no requirement for the coffee shop. The proposal has 18 car spaces in total, exceeding and thus satisfying the requirement.
- m) The development does not trigger an accessible parking requirement under Item 2.a.i of Part D4D6 of the NCC. Regardless, the development proposes one accessible parking space. This equates to one accessible space per 18 total car spaces, which is a higher rate than required for most other uses.
- n) The DCP does not provide motorcycle parking requirements for the development. Regardless, a combined motorcycle and bicycle parking area is provided. The area is measured to have capacity for 4 motorcycles and 6 bicycles.
- o) Residents will have access to showers and bathrooms for changing within their own dwelling. Dedicated end-of-trip facilities (showers and change rooms) are not warranted for the development of this type.

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.



Appendix A:

Development Plans

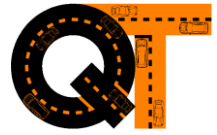


GROUND FLOOR AREA	271.98 m²
ROOF TERRACE AREA	289.92 m²
FIRST FLOOR AREA	577.33 m²
SECOND FLOOR AREA	577.33 m²
TOTAL FLOOR AREA	1716.56 m²

1 GROUND FLOOR PLAN
1 : 200 @ A3

ISSUED FOR
CONCEPT DISCUSSION
NOT FOR CONSTRUCTION

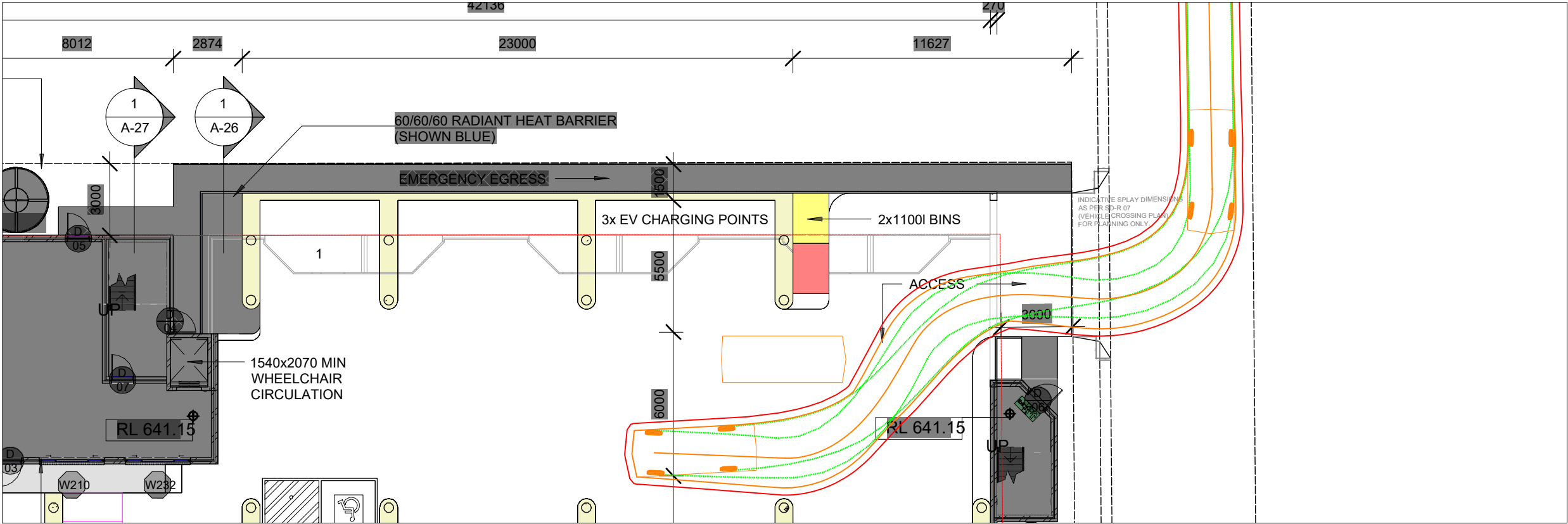
DRAWING AMENDMENTS			PROJECT TITLE	<div><div><div><div></div><div></div></div><div>TIM LEE ARCHITECTS</div><div>residential commercial industrial</div></div><div>P: 02 4822 5934 ABN: 71425067537 ROSS PLACE GOULBURN NSW 2580 NOMINATED ARCHITECT: TIM LEE NSW REG: 7304 ACT REG: 1030</div><div><div>C</div></div></div>	DRAWING TITLE	GROUND FLOOR PLAN		DRAWING COMMENCED	07/24	DRAWING VERIFIED BY	T.L.
REVISION	DESCRIPTION	DATE	CLIENT		LOT AND DEPOSITED PLAN NO.	LOT 16 DP 1084067		DRAWING SCALE	1 : 200	DRAWN BY	AH
A	DRAFT DA	06/12/2024	<div><div>Figured dimensions take precedence. Do not scale drawings. Builder to check all levels datum and dimensions on the job, conflicting information to be resolved by the project manager prior to commencing work. All materials and workmanship to be in restrict accordance with current Australian standards, BCA, Local regulation and manufacturers current printed instructions. Unless noted otherwise use only best quality materials, fittings and fixtures. COPYRIGHT TIM LEE ARCHITECTS Drawings subject to copyright and may not be reproduced in any form without the written permission of the architect.</div><div>C</div></div>		STREET ADDRESS	61 & 63 BRADLEY STREET GOULBURN		AT SHEET SIZE	A3 SHEET	JOB NUMBER	0624-1688
								DRAWING IDENTIFICATION NUMBER	A-09	AMENDMENT ISSUE	A



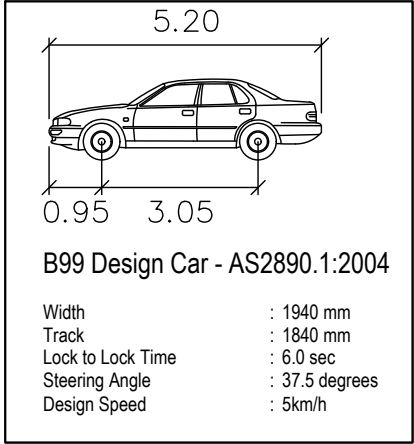
Appendix B:

Swept Path Diagrams

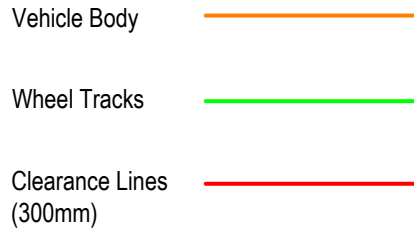
Entry



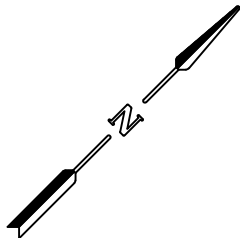
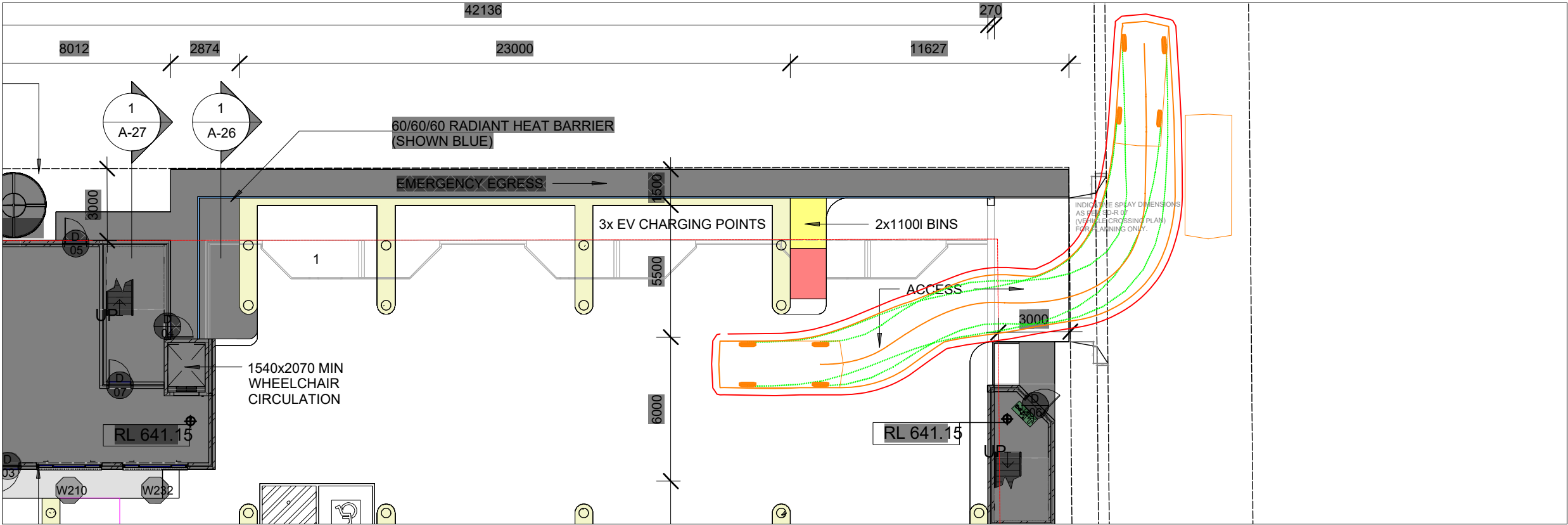
DESIGN VEHICLE
USED IN SIMULATION



LEGEND



Exit



ISSUE	DATE	DESCRIPTION	DESIGNED	P Chan	 e: admin@quantumtraffic.com.au p: (03) 9879 4250 w: www.quantumtraffic.com.au a: 5 Murray Place RINGWOOD VIC 3134	GENERAL NOTES 1. 2. 3. 4. 5.	PROPOSED CO-LIVING DEVELOPMENT 61-63 BRADLEY ST, GOULBURN SWEEP PATH DIAGRAMS				
A	09/12/2024	ORIGINAL ISSUE FOR DEVELOPMENT APPLICATION	CHECKED	D Beaton			DRAWING NO. 24-0401	ISSUE A	SCALE 1:200 @ A3	0 1 2 3 4 	
			DATE	09/12/2024							
			PROJECT REF	24-0401							